

# THE EVENING STAR,

With Sunday Morning Edition.

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The House Insists.

In instructing the conferees on the District appropriation bill to insist upon their opposition to the Senate amendment restoring the half-and-half principle, the House yesterday merely maintained its former position on this subject. It is noticeable, however, and most gratifying, that the vote by which the House acted thus was in terms of the full membership of that body very close. One hundred and fifty-nine members voted to instruct the conferees to maintain opposition to the Senate amendment, and 129 opposed the motion. The affirmative vote was, therefore, a fraction over 55 per cent of the total vote cast. A majority of only 30 for the instruction to insist upon opposition to the Senate amendment cannot be regarded as indicative of an overwhelming opposition to the half-and-half principle in the House.

When a year ago the House voted on a similar occasion to insist upon opposition to the half-and-half amendment of the Senate, the result was 167 to 128, or 56.6 per cent in the affirmative. This was a larger vote against the half-and-half principle than was cast yesterday, which would indicate assuredly that the opposition in the House to the half-and-half principle is not on the increase, but rather the contrary. When the bill was brought into the House for final action late in August last the vote was 270 to 22 to recede from opposition and to allow the bill to pass carrying the half-and-half provision.

Resumption of the conference thus occurs in circumstances similar to those of last winter when a fixed limit obtained. Action then, however, was not so imperative as action now, inasmuch as an extra session of Congress was assured through necessity, and at present if the District bill does not pass by the 1st of July, regardless of the question of presidential signature, provision for capital maintenance from the outset of the new fiscal year will be lacking.

There is no sign or token that the Senate will yield from its insistence upon the half-and-half principle. It has heretofore stood staunchly by that principle, as against efforts at indirect repeal through rider. The issues in conference are reduced to two, the items made so familiar through past deadlocks in conference, the House opposing the half-and-half and the Keller amendments, both of Senate origin. One is a matter of the broadest public interest, the other a matter of strictly private concern. They have become the standing subjects of dispute between the houses.

Despite the necessity for assured action before midnight next Monday—again disregarding the question of presidential signature—there is no occasion to apprehend a hasty compromise. The District continues to look to the Senate to prevent the injustice of repeal by rider of the vital and essential principle of District maintenance.

In order to avoid delays in the mails, the telegraphers' representatives will in person present their claims to the Postmaster General.

If Senator Borah is "playing politics" he is making genuine hard work of it.

Washington is proving enthusiastic in its "Welcome to Our City Club."

The Pacific and the Fleet.

Secretary Daniels is arranging for the proper recognition of the Pacific coast in the matter of naval defense. There is to be a fleet for the Pacific as for the Atlantic. Henceforth, both oceans are to figure in naval calculations, and on an equality.

This should prove to be a popular policy. Certainly it is in harmony with professional opinion, often expressed, and with lay sentiment, which of late has been growing.

Long before there was threat or thought of a world war, the importance of our interests on the western side of the country figured in the discussions of our sea power. It was insisted then that we should be as strong on the one ocean as on the other.

Unfortunately, the discussions bore no fruit. Strengthening ourselves on the water anywhere did not fall in with the notions of the authorities. Not even was the force provided for the Atlantic made adequate.

The war has changed somewhat the popular view of this matter. The Navy now is in high favor, and deserves to be. It acquitted itself well of its recent war task. It began with an equipment too small, but worked up to the emergency, and filled its assignment. The public knows today what war is. It has paid, and will continue to pay for some time, the penalty of unpreparedness. It has learned the value

of preparedness. It has put a new appraisal on the long American coast lines, and wants every mile of them protected.

Every step looking to this end will be well taken and well approved. The Navy should be increased to meet the requirements. The Panama canal will be invaluable in passing ships from one ocean into the other. On whichever side, therefore, an emergency arises the other side will be within hailing distance. But if we make ourselves as strong as we should be on both sides, no emergency will be likely to arise on either. A country thoroughly prepared is a country thoroughly respected.

Fighting ships cost money, and these are tight times. Taxes are heavy, and tax collectors are never welcome callers. Nevertheless, as the country has but recently discovered, there is no economy in skipping any important branch of the public service, and especially a branch upon which in an emergency the country leans heavily. An adequate Navy is worth every dollar necessary in the building, and for keeping it fit.

German Ferment and Peace.

German turmoil is on the increase, with a recrudescence of the early tendency toward communistic insurrection. The so-called Spartacist faction is again in evidence in certain places, notably Hamburg, where rioting has occurred with much loss of life and heavy destruction of property. In Berlin barricades have been erected to stem the revolt. The government appears to be weak in its measures of aggressive resistance to the revolt.

With Germany in turmoil and the government weak, the question of treaty-making becomes one not of the willingness of the recognized authority at Berlin to sign the terms, but of its ability to ratify and execute them. Paris is expressing concern over this point. Delegates may appear at Versailles with complete credentials and affix their signatures to the instrument of peace, and yet that document would be but a "serap of paper" if there was in Germany no disposition to conform to the treaty and no power to compel observance.

Consequently the peace procedure will not end with the ceremony of signing the treaty at Versailles. Indeed, from that moment a new phase of the matter develops which will cause more anxiety than the question paramount during the past few weeks as to whether or not the German government would accept the terms laid down by the allies. With Germany in communistic ferment of revolt, with the junkers ready to restore the autocratic regime, with the treaty regarded by the people under the insistent tutelage of the government leaders as unjust and cruel, it will be necessary for the allies to keep ever on the watch, with arms in hand, ready to proceed with measures of compulsion. The war will not end with the tracing on the document at Versailles of a few German signatures.

Car Fenders.

Washington's street cars have been equipped with fenders for a good many years, and it will be strange now to see some of the cars in operation without them. The Public Utilities Commission has decided to permit the two companies to experiment with fenderless cars on one line of each system for a period to determine whether or not they are necessary. When the fenders were adopted it was felt that they would add materially to the safety of the public, or rather that they would lessen the chance of serious accident. Experience, however, has proved that very few persons are saved from injury by the fenders, that the wheel guards are sufficient to keep a victim from being reached by the wheels of a moving car. As a matter of fact, very few persons who are struck by the cars pass under the front. Most wheel accidents occur on the side. The fenders, it is claimed, do more damage than good, as protruding as they do beyond the car body, they cause accidents at the curves. A few weeks of experiment on the lines selected may possibly demonstrate whether or not fenders are essential. The elimination of the fenders will at least serve to curtail the noise made by the cars, which is now nerve-racking.

The Germans who affix their names to the treaty are expected to contribute some of the most favorable suggestions the signs of the times have to offer.

It is not easy to understand how a nation complaining of impoverishment and hunger can assume to have ships to sink.

Berlin mobs call attention to the need of less fancy militarism and more solid police service.

The Merchant Marine.

Senator Fletcher of Florida favors continued government ownership and operation of merchant ships. As he puts the question, the government, having built ships at a large cost, and begun operating them at a profit, should, as a good business proposition, go on with the venture.

This opens a debate which cannot fail to attract attention, even in the midst of so much else of interest and importance. And the Florida senator's observation will attract the more attention by reason of the fact that under the recent democratic control of the Senate he was chairman of the committee on commerce, and thus became familiar with the subject he discussed in the Senate yesterday.

It will appear as the debate proceeds that the government entered upon its

shipbuilding enterprise as a war measure. There was no thought or suggestion of putting the government permanently into ocean carrying of any kind. A government owned and operated merchant marine was probably in nobody's mind, although everybody had been considering more or less the matter of increased foreign trade carried in American bottoms.

Nor did this question enter into last year's campaign. No part of last November's mandate covers one way or another whether American merchant bottoms shall be publicly or privately owned and operated in times of peace as a settled peace policy. Thus the question is before Congress to be decided without specific instructions, or to be postponed until the voters next year at the polls shall express themselves.

As to land transportation, sentiment in the present Congress seems to be against government ownership and operation. The problem of returning the railroads to their owners for operation by them under new government regulations is now being worked out, with prospects of success. In both House and Senate the feeling is strong that government control of those properties, established for war purposes, and which has proved exceedingly expensive, should end as soon as possible.

A merchant marine, of large size and the latest equipment, is indispensable to our ambitious peace plans. Without such means we shall not be able to reach foreign markets with our products so as to dispose of them to advantage. The ships are in existence, and a decision as to their operation is due. We must get into the game, and upon the best terms possible. Our competitors for foreign trade will soon be in action, and we should meet them in good shape and with a determination to win.

Cleaner Streets in Prospect.

Announcement that a new method of street cleaning will be adopted after the 1st of July if the pending District bill passes promises a much cleaner city than in the past. Under this contemplated arrangement there will be a larger number of machines, particularly of the "squeegee" type, which flush and clean the pavements simultaneously. These machines, when in good shape and effectively operated, put the streets in first-class condition, without raising any dust. For their successful operation, however, the pavements must be in better state of repair than they are at present. In fact, no street cleaning apparatus or method is effective if the asphalt is full of holes. Street repairs have necessarily been curtailed this spring on account of the failure of appropriations, but with the passage of the new law there will be sufficient funds to put the pavements in good condition, and this work should be pressed promptly. The health of Washington depends to a large degree upon the cleanliness of the streets, and for its preservation repair work and the street cleaning work should be brought as quickly as possible up to the highest attainable mark.

It will not be surprising if when the treaty is signed Rantzen insists on being permitted to indulge in some personal discourtesy as an evidence of his official dignity.

Poland is earnestly demanding a state of affairs that will enable it to realize that the war is over.

Being unable to sink passenger ships, the Germans sank the only ships in reach.

SHOOTING STARS.

BY PHILANDER JOHNSON.

The Scintillant Lure.

"If you don't approve of my speeches," said the brilliant orator, "why do you pay so much attention to them?"

"Well," answered Senator Sorghum; "I don't see much sense in fireworks, and yet I always enjoy looking at them."

"Chillun must be a heap smarter dan dey once was," said Uncle Eben. "It's puffykly beautiful de way dey makes der parents obey."

No Happy Medium.

The bathing suits are large or small. And never built just right. They either do not fit at all, Or else they're much too tight.

Disorder Demanded.

"What made them fire that chairman out of the window?" asked the bolshevist.

"He insulted one of our most revered principles," replied the anarchist. "The first thing he said was, 'The meeting will come to order.'"

Conviviality.

Many customs now are changing. And reforms are widely ranging. As convivial liquids take a mighty slump.

Yet we greet each friend and brother, And we still say, "Have another." As we gather 'round the old town pump.

As of yore, we get together. Where folks talk about the weather, And we criticize the plutocrat so plump.

We discuss the politicians, And the children's dispositions, As we gather 'round the old town pump.

We have finally concluded. We have sort of been deluded, And John Barleycorn was only just a chump.

For we hold grand conversations, And decide the fates of nations. As we gather 'round the old town pump.



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